

Safety Recommendation A-67-6

The National Transportation Safety Board (NTSB) issued Safety Recommendation A-67-6 to the Federal Aviation Administration on February 10, 1967, as a result of the NTSB's investigation of the January 2, 1966 accident at Fort Lauderdale Airport in Fort Lauderdale, Florida where a Piper PA-30, N7564Y, where the left propeller feathered just after takeoff, the plane stalled and crashed. Immediately after takeoff at an estimated altitude of 100 to 200 feet, the left propeller feathered, the aircraft entered a left turn, stalled and crashed within the boundary of the airport. The three occupants were fatally injured. The text of Safety Recommendation A-67-6 is as follows:

We recommend that the instructions be amended to clarify the bench test procedure. It is recommended that piper aircraft corporation amend airplane flight manual 1269 to include single engine emergency procedures that are to be followed during takeoff.

Additional information about the subject accident is below.

NTSB Identification: MIA66A0077

14 CFR Part 91 General Aviation

Aircraft: PIPER PA-30, registration: N7564Y

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FILE      DATE      LOCATION      AIRCRAFT DATA      INJURIES      F
LIGHT                                PILOT DATA
                                F  S  M/N      P
URPOSE
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2-0501    66/1/2      FT LAUDERDALE FLA    PIPER PA-30        CR-
1  0  0  NONCOMMERCIAL      PRIVATE, AGE 21, 258
      TIME - 0922          N7564Y            PX-
2  0  0  PLEASURE/PERSONAL TRANSP TOTAL HOURS, 67 IN TYPE,
      DAMAGE-SUBSTANTIAL OT-
0  0  0  NOT INSTRUMENT RATED.
      NAME OF AIRPORT - FT LAUDERDALE INT
      TYPE OF ACCIDENT
RATION
      ENGINE FAILURE OR MALFUNCTION      TAKEOFF:
INITIAL CLIMB
      STALL: SPIN                        LANDING:
TRAFFIC PATTERN-CIRCLING
PROBABLE CAUSE(S)
      PWR PLT-UNWANTED FEATHER NO 1 PROP UNDET REASON.
      PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED
      MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES
FACTOR(S)
      MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-
AND/OR C.G.
      COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE
REMARKS- LDG GEAR, FLAPS NOT RETRACTED DURING EMERGENCY.
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